



August 19, 2025

Honorable James Arciero, House Chair
Honorable Brendan Crighton, Senate Chair
Joint Committee on Transportation
State House, Room 134
Boston, Massachusetts 02133

Dear Chair Crighton, Chair Arciero and Members of the Committee:

On behalf of the Transportation Association of Massachusetts (TAM) and its members who operate and support the freight and logistics network that underpins our state's economy, I am writing in support of Senate Bill 2420, An Act Reducing Truck Trips and Emissions. This commonsense proposal will allow slightly longer tractor-trailer configurations for the hauling of forestry, agricultural and other similar products—aligning Massachusetts with neighboring New England states and unlocking immediate transportation, environmental, and economic benefits for our rural communities.

As you may know, TAM has been the voice of the transportation industry in Massachusetts since 1919. One of the oldest transportation associations in the United States, we represent a wide variety of companies ranging from small, family-owned companies with a single truck to large national companies with thousands of trucks. The transportation industry within the Commonwealth is responsible for transporting over 90% of all goods, commodities and products found in our homes and workplaces. In addition to being a key facilitator for the growth of other industries, the transportation industry is a significant creator of jobs within the Commonwealth.

In supporting SB2420, TAM would like to highlight the following key points:

- Reducing Truck Trips; Easing Congestion. By allowing increased payload capacity on logging, agricultural and other trucks as contemplated by this legislation, it has been estimated that the Commonwealth will see 20% reduction in truck trips. This means fewer trucks on the road, less congestion, and less wear on our already overburdened rural roadways — all without new mandates, fees, or regulatory hurdles. (Note: Maine, New Hampshire and Vermont already allow for similar configurations; thereby generating the same benefits for their states.).
- Fewer Truck Trips; Decreased Emissions. Fewer truck trips translate directly to reduced fuel usage and lower emissions. While new clean diesel trucks have significantly reduced emissions, there remain a number of older trucks in use on

the Commonwealth's roadways. By decreasing the number of these older diesel-powered truck runs required to move the same volume of commodities, this bill can assist the Commonwealth in its efforts to reduce emissions – without sacrificing safety or increasing costs.

- Less Truck Trips; Decreased Pressure on an Existing Workforce Shortage. More truck trips requires more truck drivers. While the transportation industry, as a whole, faces a severe driver shortage, the driver shortage significantly impacts the logging, agricultural and commodities industries. Recruiting and retaining qualified CDL drivers in rural areas is increasingly difficult. Therefore, by reducing the number of trips needed to transport certain commodities, SB2420 reduces the impact from an already tight labor market for truck drivers.
- Assisting Small Business by Reducing Operating Costs. Finally, many of Massachusetts' logging, agricultural and commodities industries are predominately made up of family-owned businesses operating on thin margins. Fewer trips mean savings on fuel, maintenance, equipment depreciation, and insurance. Reducing operating costs means that a small business may not just survive, but may be able to work towards growing, adding more jobs with good wages and benefits as they do so. Further, small companies – such as those who would likely benefit from this legislation – often use their funds in the local community – whether purchasing tires, office space or, in the event people want to live close to their job, the purchase of homes, among other things. Without overstating the obvious, this is good for the local community.

The transportation industry in Massachusetts is facing challenging times. While mandates related to emissions, hours of operation and other important areas of regulation may be beneficial, they do not come without a cost – whether financially or in practice. Passing Senate Bill 2420 will not solve all of the woes facing the transportation industry, but it will provide a small measure of relief to companies that transport commodities, whether related to logging, agriculture or some other commodity-based industry. Accordingly, I respectfully request that you issue a favorable report for Senate Bill 2420.

I appreciate your consideration of this matter. If you have any questions or concerns, please do not hesitate to let me know.

Sincerely,

A handwritten signature in cursive script, reading "Kevin R. Weeks".

Kevin Weeks
Executive Director